



Countries: CANADA, UNITED STATES, MEXICO
Availability: ISIS, Bus ISIS, Fleet ISIS, IsSIR
Major System: ENGINES
Current Language: English
Other Languages: NONE
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Coding Information

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Title: ISB 6.7 Frequent Regeneration

Applies To: IC Bus, MV, DuraStar with ISB or B6.7

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

11/27/2019 - Added DuraStar and MV and image of seal inspection area.
 07/10/2019 - Updated author for feedback purposes.
 01/25/2019 - Updated author coding
 02/02/2018 - Added temp differential test in step 2
 01/03/2018 - Due to Cummins software changes, removed ROA test (previously step 2)

DESCRIPTION

This document will guide the user through resolving frequent regen issues on vehicles equipped with an ISB 6.7.

SYMPTOM(s)

Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

DTC/Light	Description
SPN 5397 FMI 31 (FCAP) Cummins 3375	Aftertreatment Diesel Particulate Filter Regeneration Too Frequent - Condition Exists
SPN 5319 FMI 31 (FCAP) Cummins 3376	DPF incomplete Regeneration
SPN 3251 FMI 16 (FCAP) Cummins 1921	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level
SN 3251 FMI 0 (FCAP) Cummins 1922	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Most Severe Level

Customer Observations or Concerns:

Frequent Regen

SPECIAL TOOL(s) / SOFTWARE

Tool Description	Tool Number	Comments	Instructions
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N/A			
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[Tools Resource Center](#)

SERVICE PARTS INFORMATION

Parts Catalog – [Click Here](#)

Kit Description	Part Number	Quantity Required	Notes
COVER ASSEMBLY	2602202C91	1	

DIAGNOSTIC STEP(s)

Possible Causes:

1. Airbox boot seal to the hood compromised allowing hot air from the engine bay to enter the intake. Middle section of the seal may appear bent or folded in. The seal position may appear off-centered from the hood.



WARNING:

To prevent unexpected movement of the vehicle and possible serious personal injury or death, park the vehicle on a flat, level surface, set the parking brake, turn the engine off and chock the wheels to prevent vehicle from moving in both directions.

Step	Action	Decision
1	DIAGNOSTIC: Is the vehicle experiencing too frequent regens?	Yes. Go to Step 2.
		No. Article does not apply

Step	Action	Decision
2	DIAGNOSTIC: Use INSITE™ electronic service tool to monitor the compressor intake air temperature and ambient air temperature sensor values.	Yes. Replace the cover assembly and retest. See Figure 1 and 2 below

	<p>Perform a road test with the engine at peak power and a vehicle speed of 48 km/h [30 mph] or greater.</p> <p>Record the compressor inlet temperature and the ambient air temperature.</p> <p>Calculate the differential temperature:</p> <p>Compressor inlet temp - ambient air temperature = differential temperature.</p> <p>Maximum Differential Temperature = 20°F</p> <p>Is the maximum temperature differential GREATER than 20°F?</p>	<p>No. Go to Step 3.</p>
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Step	Action	Decision
3	<p>DIAGNOSTIC:</p> <p>With the hood in the fully latched position, inspect the accordion boot seal to hood.</p> <p>See Figure 1 and 2</p> <p>Is a gap present between the seal and hood?</p>	<p>Yes. Replace the cover assembly.</p>
		<p>No. Return to Fault Code Diagnostics</p>



Figure 1: Gap between Boot seal and Hood



Figure 2: Hood misaligned with respect to Boot seal

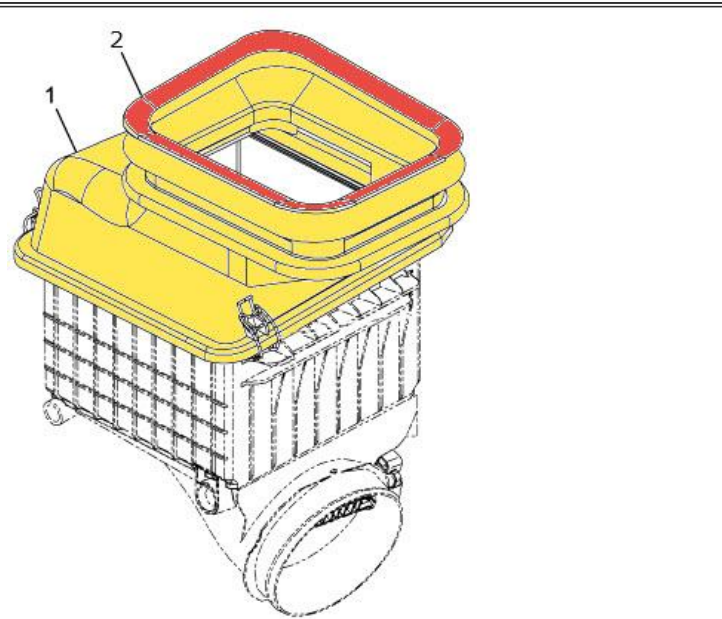


Figure 3: Air Cleaner

Item 1: Air Cleaner Box Cover PN 2602202C91 (highlighted in yellow)

Item 2: Seal lip inspection area (highlighted in red).

WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

Standard Repair Time(s):

Refer to the [SRT Manual](#) for Repair Times

OTHER RESOURCES

[Master Service Information Site](#)

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Feedback Information

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